PROJECT DESCRIPTION - 289 College Street
Burlington, VT 05401

PROJECT OVERVIEW

The site is located in the RH district. The existing conditions consist of an historic residence that was changed into office space in ca 1989 while retaining a one bedroom unit with private stair entering from the rear of the property. An addition to the historic structure, consisting of a one story addition to the West and steps to the rear and South, was added in the 1980s.

The property comprises one-half acre, and includes a graveled parking area at the rear and West portions of the parcel. Currently, office space use totals approximately 5800 SF on three different levels, and is proposed to remain. Likewise, the existing one (1) bedroom apartment is also proposed to remain.

The Proposal would provide for an addition to the existing structure on the site. The addition would contain twelve (12) one bedroom residential units, (to include two (2) inclusionary units), associated common areas including lobby, exercise room and provision for handicap access. A portion of the existing basement is now used for office storage and mechanicals and that would continue. Storage and bicycle storage to serve both the existing uses and the new residential apartments would be incorporated into the existing basement. A small makers space/hobby room would also be housed in the existing basement.

The proposed addition is connected to, and yet separated from, the historic building by a new stair tower that serves the twelve (12) proposed apartments. The proposed addition also incorporates the existing stair that serves the current second floor apartment in second floor rear portion of the historic building. Even though the new construction is connected to the existing, it will be constructed as a separate building for building code purposes.

PROPOSED DESIGN

The building addition has been sited to create a courtyard space to the west of current basement office space. This courtyard space will serve several purposes, including 1) spatial separation between new and old, 2) provide open space, 3) easy pedestrian access to College Street. The entrance to the new stair serving the proposed apartments is accessed through this courtyard space, providing direct access for residents to easily connect to College Street for a direct connection to downtown, City Market, and other amenities of downtown Burlington.

The proposal contains environmentally sensitive features to include:

i) A green roof tray system will be added over a flat roofed section of the connector structure out of street view.

ii) A proposed rain garden feature in the courtyard space.

The form of the addition takes two shapes:

1) a flat roofed section that connects new to old, thereby minimizing impacts on the existing historic structure by connecting primarily to the rear and to the features added in the 1980s which are not historic. **The materials in this connector are of two types: 1) wood clapboard or fiber cement siding at the first floor to relate to the siding of the 1980's addition; and 2) corrugated metal above the roof of the first floor connector. This metal siding encloses the new stair for the apartments, as well as provides a new enclosure for the separate stair serving the existing second floor apartment, as its current headroom is far too low to meet code requirements.**

2) **the addition comprising the twelve new units takes a form that is clearly different from the historic building to which it connects via the connector described above. While the new portion is flat roofed, it very tastefully gestures to the overall size, massing and configuration of the historic gabled end facade. The building**

width of 28' matches the original building, its three bay window pattern is the same, and the bay window on the northwest corner is designed and proportioned to recall the pedimented entry gable on the northeast corner of the existing building. The roof edge/fascia matches the eave height of the historic building, and the asymmetric rooftop parapet walls both balance the massing of the original gable roof while creating an enclosure to hide rooftop mechanicals from view of pedestrians and passersby. The board formed concrete wall parallel to the front facade recalls the textured foundation of the original building, and the metal flat panels forming the building's skin give a subtle horizontality to the facade in a color that refers to coloration of brick. The building now has two entrances to College Street, one for the offices and one for the new residential units, Parking to support office workers and residents is conveniently located at the rear, which also serves to provide on-grade handicapped accessible entrance with interior lift to the first floor. The concept of the contrasting but subordinate new construction connecting to the historic portion reveals itself again in the glass entry.

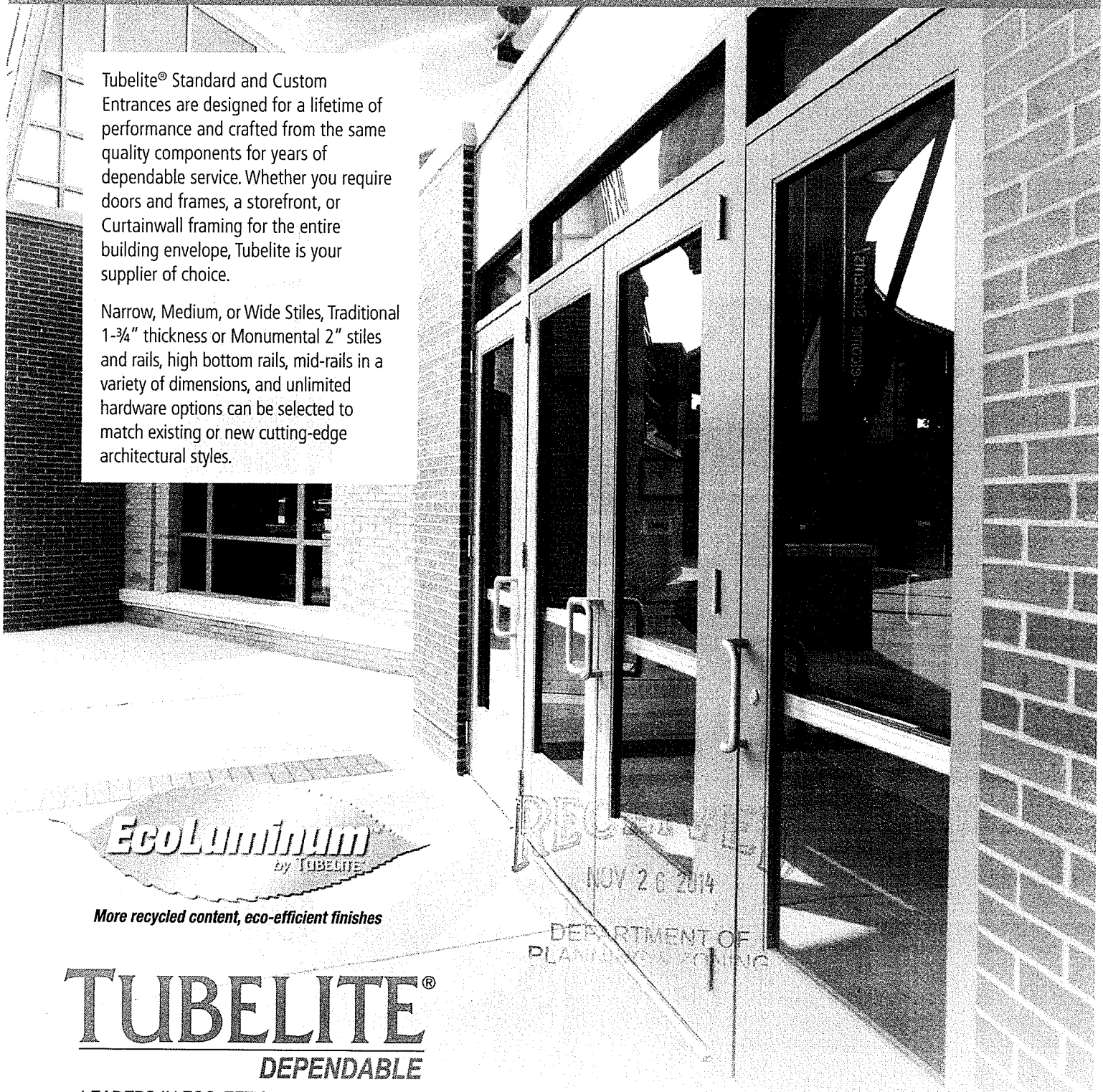
The addition will have a maximum of four (4) units/floor in three (3) floors, to total the twelve (12) units added. Each residential unit will have one (1) bedroom.

Parking for ~~20~~ 19 cars will be located at the rear of the property in the general location of the existing parking area, albeit in a reduced footprint. The first floor of the new apartments will match the historic building first floor, so that a new ADA compliant handicapped access lift and common lobby will provide handicapped access to the first floor office spaces and first floor apartments. This will provide the majority of the office space with handicapped access as there is none now. This will also allow the four (4) new first floor units to comply with the VT Access Rules 2012 as well as providing one fully accessible residential unit as per the requirements of the Burlington Code of Ordinances.

STANDARD AND CUSTOM ENTRANCES

Tubelite® Standard and Custom Entrances are designed for a lifetime of performance and crafted from the same quality components for years of dependable service. Whether you require doors and frames, a storefront, or Curtainwall framing for the entire building envelope, Tubelite is your supplier of choice.

Narrow, Medium, or Wide Stiles, Traditional 1-¾" thickness or Monumental 2" stiles and rails, high bottom rails, mid-rails in a variety of dimensions, and unlimited hardware options can be selected to match existing or new cutting-edge architectural styles.



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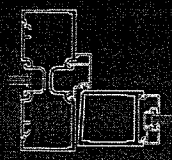
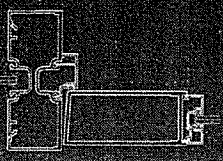
STANDARD AND CUSTOM ENTRANCES

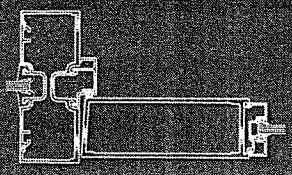
Narrow Stile Doors
Designed to accommodate standard hardware and everyday pedestrian traffic in retail and commercial buildings, the Top Rail and Vertical Stiles measure 2-1/8", while Bottom Rail heights of 4" or 10" meet code requirements.



Medium Stile Doors
Engineered for additional pedestrian traffic in educational and institutional buildings, the Top Rail and Vertical Stiles measure 4", while Bottom Rail heights of 6-1/2" or 10" meet code requirements. The wider vertical stiles also accommodate a wider selection of operating hardware.



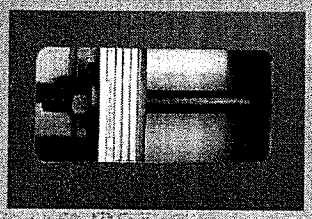
Wide Stile Doors
Top Rail and Vertical Stile widths of 5", and Bottom Rail heights of 6-1/2" or 10" provide for high volume usage and additional years of durability. These components can be used in wider and taller door openings, or to created a classic visual appearance in normal size entrance doors.

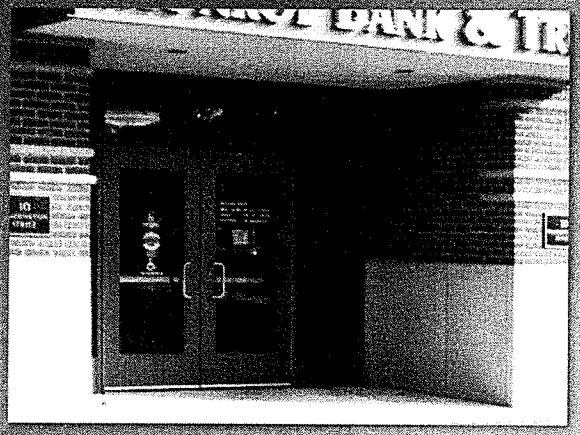


Application Design
Typical door heights range to 9 feet, while widths of up to 4 feet are common. Standard glass thicknesses are 1/4" and 1" insulated and must be safety glass or tempered to provide user safety. Swinging hardware selections are mortised butts or continuous gear hinges, and offset or center pivots. Locking options are manual deadlocks or concealed rod and rim-type exit devices. 1" diameter pull handle with offset grip, and tapered pushbars complete the standard package. Glazing stop and gasketing combinations provide for glass or panel thickness from 1/4" to more than 1".

Standard frame widths of 1-3/4" or 2", and depths of 4-1/2" are selected to match adjacent storefront framing systems. Optional framing members up to 4-1/2" wide and up to 6-1/2" deep are also available.

Performance
Time-tested tie rod construction on all Tubelite doors has provided dependable service since the 1960's with many doors still in operation. This assembly method also allows replacement of damaged components if necessary, or reuse in a different size opening after its original installation. Optional tack welding of corners is available but unnecessary for the benefits previously described.





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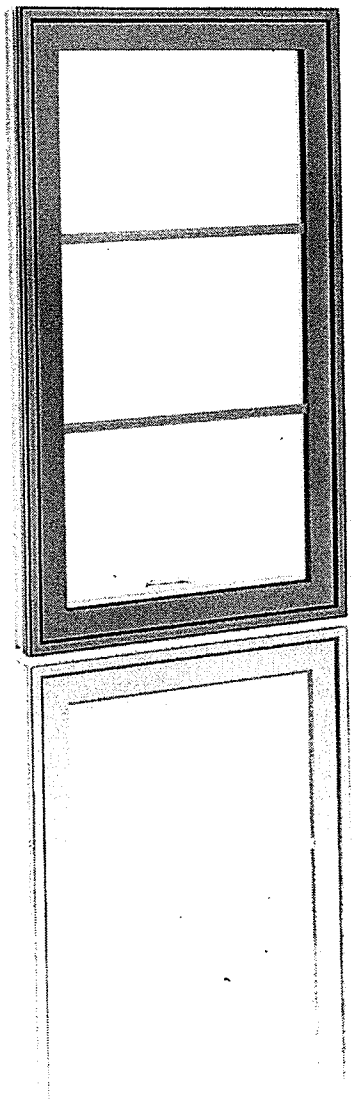

Dual point sequential locking system provides superior DP40 rated performance with single lever operation.

ENERGY STAR® qualified and available with LoÉ-180™, LoÉ²-272™ or LoÉ³-366™ insulated glass.

Folding handle provides easy operation and neatly stows out of the way of window treatments and blinds – available in five finishes; White, Almond Frost, Brass, Satin Nickel, Wood and Oil Rubbed Bronze.

Interior screen features an extruded aluminum surround and concealed pressure mounting points for ease of operation and enhanced aesthetics.

Stationary, operating, transom and picture units available.

The amazing strength of Ultrex® now in a Casement and Awning. These dynamic windows deliver high end performance with the strength and sustainable characteristics of Ultrex. Dual-arm operating hardware and a single lever sequential locking system deliver DP40 performance. A clean design and measured sight lines provide visual depth and a modern classic feel. Six exterior finish colors, five hardware finishes, assorted lite cut configurations, special sizing to 1/64", and available picture and transom units allow for stunning and unique combinations.

A selection of hardware finishes, divided lites and lite cuts provide an abundance of design options.

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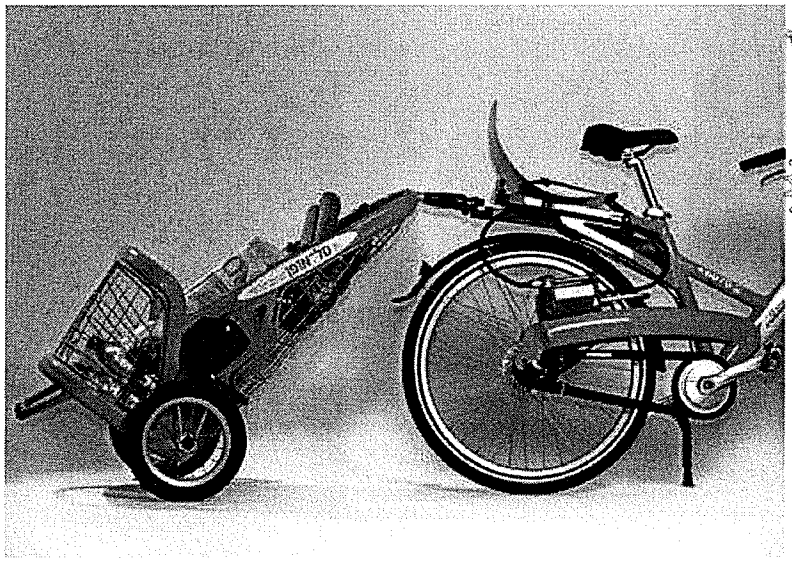
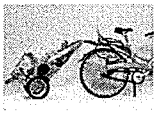
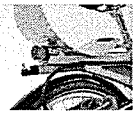
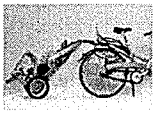
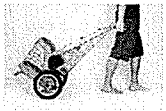
Tel-O-Porter



Tel-O-Porter

Tel-O-Porter is a shared bike trailer that will boost Bike Sharing Schemes (BSS) and private bike use in cities around the world. It is an add-on solution to an already existing BSS and its purpose is transportation of various goods by bike. The trailer can be rented at any BSS rental station across the city and easily hitch to a shared or private bike and even be carried by hand as a "carry all"

The Concept
The Bike Sharing Schemes (BSS) is becoming more popular and wide-spread around the world. Developing a bike trailer in a similar concept can allow overcoming most barriers that prevent cyclists using bicycle for the transport of goods and prefer motorized transportation for that. The concept is to enable a "use by need" approach that will allow an available trailer when required, that hitches easily to the bike and can carry a wide range of goods by having a high volume and heavy load-carry design and capability. The fact that it is shared, makes it the ideal "door opener" to the transport of goods by bike.

The solution
Tel-O-Porter is a shared bike trailer. It is an add-on solution to an already existing BSS. The trailer can be rented at any BSS rental station

Voting closed. Thank you!

0 votes

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Category: **Design, Fashion and Cycling Equipment**

Links to this projects

- **http://youtu.be/fQ38KHt5tnw**

across the city and easily hitch to a shared or private bike (adding a generic connecting latch) and even be carried by hand as a "carry all", in supermarkets for example. The main purpose of the Tel-O-Porter is transport of groceries and running errands, but it is also ideal for transporting work-related and leisure activities equipment. It is rugged and durable enough to withstand harsh weather and heavy use strains. The trailer can integrate seamlessly into the existing BSS infrastructure (i.e. docking stations, transporting vehicles etc.) so that no special infrastructure modification is needed.

Key Features
Capacity: 45 Kg
Cargo space: 90 liters
Latch: fast, intuitive and easy to use latch will be mounted on all shared bikes. Private bike users will need to install a generic latch on their bikes to use the service.
Safety measures: frame strength, impact, structural integrity in rollover, tip-over resistance, coupling security and reflector placement makes the Tel-O-Porter a very safe trailer.
Theft: heavy duty coded lock to secure the trailer for short periods during rent. A distinct appearance makes the trailer easily identifiable and discourages attempts to steal and repaint units.
Advertising spaces in the front and rear of the trailer.

Beneficiaries
End users:
Good value for money: low initial cost, pay per use (depending on the chosen payment model)
Cost savings: less use of private car\ public transportation
Time savings: in many cases, it is faster to use a bike in the city than motorized transportation
Positive and healthy physical exercise
Flexibility of use and accessibility: wide spread of stations across the city
No need for storage space
No risk of theft
No maintenance hassle

Politician and planners:
Improves the city image
Increase in overall cycling
Increase in BSS users and overall BSS rentals
Increase in local business traffic

BSS operators:
Increase in BSS users
Increase of market share- private bike users, elderly users, green shoppers, household shoppers
New, dynamic and target-oriented (supermarkets etc.) advertising space
Low investment costs: the infrastructure already exists and running
Low running costs: no complicated systems, low maintenance
Increased visibility around the city

Local retailers:
Increase in costumers and in total sale per visit
Save on costs for parking spaces
Brings more business for central located small businesses with parking problems such as farmers market etc.

Back to project overview

The house has a rear wing of 1 1/2 stories and 4 x 1 bays with a gable roof and cornice returns. Extending to the west side of this wing is an ell of 2 x 1 bays, with a shed roof that meets the west porch.

The alcove formed by the main block and east ell is filled with a 2 story, 1 x 2 bay porch of which the second story is enclosed with panels behind a balustrade and glazing between the boxed posts supporting a molded cornice and flat roof. The first story is open with boxed posts and serves a side entrance. A second porch, 3 x 1 bays and 1 story, spans the full width of the west elevation. The shed roof is supported by undecorated columns tapering toward the top. Spanning between the columns is a balustrade with turned posts.

The house has a single, square, interior chimney that lies on the rear wing ridge. The windows have 6/6 sash with flat arches and wooden sills; most of the windows have louvered shutters.

This house is one of the houses on the south side of College Street constructed by the Morse Brothers (#s 46 and 47 are others). It is thought to have been built by T.S. Peck for one of his sons or sons-in-law.

45. Town Center Condominiums (295-297 College Street); 1980

This modern structure is an infill building between two of the Peck estate Greek Revival houses on College Street (See #44 and #46). It attempts to be unobtrusive by keeping a deep setback similar to the older buildings surroundings it. The 2-story, gable-roofed, aluminum-sided, 4-unit condominium is evidence of the continued development pressures in the district. This is non-contributing due to age.

46. Peck House (289 College Street); c.1835

This Greek Revival house of 2 stories, 3 x 3 bays, and gable front roof was, like #s44 and 47, built by the Morse brothers for the Peck family (Dr. John Peck was a wealthy druggist and merchant.). It is constructed in L-plan with a pedimented gable facing north onto College Street. This building is currently used for professional office space.

The classically molded front pediment encloses a semi-elliptical louver while a similar east facing pediment crowns the 2 story, 1 x 2 bay east ell. An interior wall chimney breaks the roof line at the ridge of this ell.

A 1 x 3 bay, 1 1/2 story, brick, rear wing with a 1 story, 1 x 2 bay east wing extend the structure to a rear parking area. A 1 story, clapboard sided, enclosed porch with an Italianate bay window fills the alcove between the pedimented east and north faces. A 1 story enclosed porch extends along the west elevation, its rolled asphalt half-hip roof ending abruptly at the rear to meet an enclosed stairwell leading to the second floor; banks of modern, single-pane casement windows run along the west wall.

The gabled, left (east) sidehall entrance portico boasts a classically molded pediment supported by Doric columns and pilasters at the wall line. Heavy Italianate double doors have ornate cut glass lights and bolection molded panels over a granite sill.

Two-over-two replacement sash, flat arches and wooden sills are common throughout the house with the exception of casement windows in the west enclosed porch. A single, round-headed, Italianate window gazes toward the lake from the west second story elevation. Louvered shutters flank front elevation windows.

47. Thomas Peck House (Langrock, Parker, Sperry & Wool Offices) (275 College Street); c.1835

As with #s44 and 46, this Greek Revival residence on the southeast corner of College and South Union Streets was constructed by Morse Brothers c.1835 for the Peck family (in this case Thomas Peck, son of Dr. John Peck). The structure features a gable front main block with rear wing and side ells. The building sets on a coursed yellowstone foundation, is constructed with brick in American bond, and roofed with slate. Fenestration is primarily 6/6 sash with flat brick arches and projecting wood sills.

The 2 story, 3 x 2 bay, main block faces College Street and is surmounted by a pedimented, gable front roof with a trefoil louver. The left (east) side-hall entry has a heavy granite lintel over the Italianate double doors whose upper panels are round-arched and glazed, and whose lower panels bear bolection moldings. A brick, interior, wall chimney with corbelled cap pierces the roof near the center of the west wall.

Inset from the main facade is the 2 story, 3 x 2 bay, gabled, east ell. Across the north (front) side is a Gothic porch with slotted posts and a second story (deck) "Union Jack" balustrade. Modern paneled doors occupy the upper and lower west bay; in the other bays, the windows rest on modern (possibly replacement) wooden spandrels.